38. Means of communication in the Kottayam taluk.

MR. E. N. EIPE (*Member, Kottayam taluk, Group I*) dealing with the means of communication in the Kottayam taluk, referred first of all to the Kottayam-Kumarakam road, which he said should be converted into a cartable road and extended to Vechoor. With the completion of the Illickal bridge, the construction of which had already been taken in hand, the conversion of the road into a cartable road would become very easy.

The member next urged for the construction of the following roads :—

(1) Kudayampadi-Kallumkathra road. This road would be but two miles in length and would be of immense utility to the public.

(2) Kallumkathra-Parippu road. This road which would be only about four furlongs in length would be of great use to the pupils attending the English school and the vernacular school at Olessa and to the public in general.

(3) A road to join the Veloor-Pulinakal road and the Aravupuzha-Kallupurakal road at their termini. At present the only connection between the two roads was somewhere about their middle. It was very necessary that they should be connected at the places where they terminated *viz.* Pulinakal and Kallupurakal. The connecting road would be only one and a half furlongs in length and it would be of great use.

(4) The Aimanam-Parippu road. This road was very low and would be submerged in water in the rainy season. The level of the road should be raised and it should be maintained properly.

DEWAN'S REPLY : Mr. Eipe, as regards the roads from Kudayampadi to Kallumkathra and Kallumkathra to Parippu, the Chief Engineer considers these as very useful ; but the road passes through low-lying country and will need very heavy embankments and it is a matter requiring careful investigation. The Chief Engineer will take up the question in the course of the year.

Then coming to improvement and conversion of the Ayimanam-Parippu road and Kumarakom road from Illikkal, the Chief Engineer says that until the bridges at Kallumadai, Thattangal and Parippu are widened there is no use in attending to that. Anyhow the Chief Engineer will make estimates. The work of the bridge at Illikkal has already been started. There is an estimate of Rs. 18,000 rupees sanctioned some 8 months ago and work has been started. Separate estimates are being prepared for converting other village roads into cart roads.

In regard to the third point, the Chief Engineer considers it necessary. It is only a furlong and a half and the cost will come to about Rs. 1,500. I will give instructions for its early completion.

39. Means of communication in North Travancore.

MR. DEVASIA VARKEY (*Member, Kottayam taluk, Group II*) said that the following steps should be taken immediately to provide adequate means of communication in North Travancore :—

(1) The construction of the Quilon—Ernakulam railway line should be started immediately. The suspension of all proceedings for the purpose after the completion of the survey had caused great disappointment to the people of north Travancore.

(2) Arrangements should be made at once for surveying the Ettumanur-Mundakayam railway line ; and

(3) Since there were several misgivings in the public mind about the railway policy of the Government, a statement should be issued at once in regard to the position of Government in the matter.

As regards the construction and maintenance of roads, the member said as follows :—

(1) Two or three culverts should be constructed on the Parolickal-Muttapalli road starting from the M. C. road, 102nd mile.

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(2) The old road joining the M. C. road at the 102nd mile, from Arumanur, Perur etc. and the ryots' road from Atirampuzha to Kaippizha should be taken over by Government and converted into cartable roads.

(3) The Mannanam-Kudamalur road should be converted into a cart-road.

(4) Two bridges should be constructed, one at Varimuttam and the other at Kudamalur.

DEWAN'S REPLY: Mr. Devasia Varkey, the survey of the Quilon-Ernakulam railway was completed towards the end of the year 1102 and the estimate is being prepared. You are not quite correct when you think that nothing has been done after the completion of the survey. The survey having been completed, the Railway Engineer is now preparing estimates.

The Ettumanur-Mundakayam survey had to be postponed since it became urgently necessary to make a survey of the Muvattupuzha-Thattakad line ; and more than one survey cannot be carried out at the same time since the Railway Engineer has to devote most of his time to the construction of the Chakkay-Tampanur line which the Government are anxious to finish first. Until that is completed it is not much use to think of constructing other lines. I will ask the Chief Engineer to look into the other matters dealt with by you in your representation.

40. Means of communication i North Travancore.

MR. JOSEPH THOMAS (*Member, Meenachil taluk, Group II*) said that among the means of communication in North Travancore, he wanted to concentrate his attention on the proposed railway lines from Quilon to Ernakulam and from Ettumanur to Mundakayam. The construction of these railway lines was being delayed apparently on account of opposition from the Government of India or on account of opposition in the country itself. The Government of India objected to the proposal on the score probably of the means suggested for raising the money required for the purpose. If their objection was against borrowing money from foreign countries, funds could very well be raised here. The Travancore Government could issue pro-notes or debenture bonds as they did in 1091, or they could take a loan from the immense treasures hoarded in the Hindu temples of the State, or they could even float a joint stock company for the purpose.

So far as opposition in the country was concerned, it emanated to some extent from the people of South Travancore, who desired the Trivandrum-Nagercoil line to take precedence over the Quilon-Ernakulam line. There were others who held the view that motor vehicles could take the place of railways for purposes of transport both of goods and of passengers. But this was an erroneous view. Motor vehicles could be of little avail as against railways for long-distance journeys. Accidents in motor traffic were also very numerous. Nor could motor traffic offer an effective means of connecting the country with the other parts of India. So far as transport of luggage was concerned, railways were incomparably superior to motor vehicles. The only useful substitutes to railways for this purpose were waterways. But except in the low-lying regions near the backwaters, water ways never furnished a perennial means of communication. The construction of railways was advantageous in yet another way. It would save the vast amounts of money which were being sent out to foreign countries every year for purchase of petrol, spare parts of motor vehicles, tyres etc. For these reasons, the member urged for the immediate construction of the two railway lines in North Travancore.

DEWAN'S REPLY: Mr. Joseph Thomas, I have listened with very close attention to your representation and it is clear that you have made a study of the subject. As regards the present position of railways, I refer you to what I have said in reply to the previous member.

41. Means of communication in North Travancore.

THE REV: AVIRA JOSEPH KATHANAR (*Member, Muvattupuzha taluk*) spoke on the want of proper means of communication in North Travancore as contrasted with South Travancore and said that though funds were allotted every year in the Budget for the opening of new roads in North Travancore it was not unusual to find that the allotments lapsed without any work being done. He requested therefore that so far as the present year was concerned the allotments, especially those

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